

Baltimore-Washington Rail Intermodal Facility

Summary of Comment Cards Received at the Beltsville April 20, 2011 Public Workshop

April 26, 2011

Following is a summary of the information that was provided by attendees who completed the Comment Card at the Beltsville Public Workshop held at the Beltsville Academy Elementary School.

Attendance: 112 people signed in, an unknown number of attendees did not sign in bringing overall attendance to an estimated 140-150 people.

Comment Cards: 41 comment cards (27% of the attendees) were submitted at the workshop. A number of attendees said they would mail comment cards by the requested date of May 27. After that date this summary will be updated.

Email Addresses: 30 persons provided their email addresses to be added to the project mailing list:

How did you hear about the workshop?

Respondents indicated that they heard about the workshop from multiple sources. Incidentally, everyone who received a postcard also received the newsletter.

Post Card:	18	33%
Newsletter:	18	33%
Website:	3	5%
Newspaper:	1	2%
Other:	14	26%
TOTAL	54	100%

Four of the persons who indicated "other" specified the source: Subwatershed's Listserv; email; email from Senator Jim Rosapepe, Citizens to Conserve & Restore Indian Creek

Was the Open House format of tonight's workshop effective?

Of the 41 persons who provided a comment card, 36 answered this question as indicated below:

Yes:	33	91%
No:	1	3%
Not much:	1	3%
Somewhat:	1	3%
TOTAL	36	100%

In the future, how would you like the project team to share updates and new developments?

Email is the preferred means followed by Workshops whereby attendees desire to be kept informed about the project. However, interest was also shown in both the Newsletter and Website as ways to obtain information. Almost all of the persons who submitted a comment form expressed a desire to be updated by more than a single method.

Website:	13	17%
Newsletter:	15	19%
Email:	27	35%
Workshops:	22	29%
TOTAL	77	100%

Do you have any comments regarding the project?

Nearly everyone who completed a comment card expressed views regarding the project and specific sites. The comments have been grouped by topic:

A. Environment/Community

1. Property is mostly wetlands, floodplain and riverbed.
2. You should see brownfields first. I mean developed or abandoned area.
3. High priority should be given to redevelop a site(s) that is already degraded or developed (such as brownfield site).
4. It should be a non-starter for MDOT to even consider wiping out a healthy forested site for this, such as the Beltsville site.
5. All sites are well forested. Any tree cutting should not be allowed.
6. Beltsville site is FEMA floodplain and regulated by Green Infrastructure Plan. It is also a wetland.
7. Nothing appeared “detrimental” to the community in any of the information.
8. Clear cutting the area is an insult in Prince George’s County because it will not respect the County’s Green Infrastructure Plan. Anacostia watershed lost about 300 acres of forest in 2010 because of ICC construction. Anacostia Watershed Society and its allies will strongly oppose any loss of forests.
9. Wetlands are of the most importance.
10. Beltsville is becoming a dumping ground for its residents. First the water runoff from the ICC and now the noise and traffic from the BWRIF.
11. The Beltsville site must be a non-starter for environmental reasons. It is a waste of everyone’s time to even consider this site. I know MDOT-CSX we’re “following federal guidelines is there a guideline against common sense?
12. Noise and Pollution.
13. Can’t we find a place that doesn’t ruin the countryside?
14. Would you consider building around the houses?
15. This proposed project will not enhance my neighborhood, real estate value, or quality of life.
16. This is an eyesore, health hazard, and the noise factor would be detrimental to the citizens of this state who are already overtaxed!

17. The Jessup site seems to be an optimal site as it is already a large industrial area with less residential areas surrounding it compared to the Beltsville site.
18. Beltsville site is mostly in flood plain designated by FEMA and is completely forested. Indian Creek runs north to south through the middle of the site. Anacostia Watershed has already lost forested areas with the construction of the ICC. This very site in the Indian Creek watershed is currently being considered for remediation in connection with the ICC. (Attached a map showing Indian Creek, 100 year floodplain, regulated area in Green Infrastructure Plan, Beltsville site BARC ownership)
19. I object to the Beltsville site – the major branch of Indian Creek runs through that stretch of forest land. Also, the wetlands do a great job mitigating the effects of stormwater off of the surrounding impervious surfaces. This is not a great site to build on.
20. I will be looking directly straight at it, noise, traffic, value of home.

B. Traffic

1. Where are you going to put the traffic? Edmonston Road can't handle the traffic now.
2. Please look carefully at traffic patterns for Beltsville site – surrounded by 3 two lane roads with incredible traffic!
3. Make sure the roads around the new site can handle the increasing traffic flow!
4. Traffic is unduly bottlenecked at present, adding 268 more large trucks each day will adversely impact the Vansville neighborhood.
5. I am very concerned regarding the increase of traffic and the poor condition of the road surfaces on every road in the proposed area.
6. From the Beltsville site, how will trucks get to I-95?
7. Truck traffic.
8. Criteria is to be near major highways, the B-W Parkway does not allow trucks and there would be great opposition to changing that - which makes the Beltsville location a poor choice.
9. Anyone who drives Route 1 or Edmonston Road during rush hours – or most other times – knows that there is already way too much traffic.
10. Considering the impact on an already crowded Route 1, I can't believe Beltsville is being seriously considered!

C. Traffic and Environment/Community

1. Hard to believe that it would be easy to offset the environmental impact if this were to be built on this location let alone the additional traffic created by such a site.
2. I am against the Beltsville site because:
 - A. The roads in the Beltsville area, Route 212, Kenilworth/Edmonston Road, Sunnyside Ave. cannot handle any more traffic.
 - B. A lot of environmental concerns – with the adjoining wetlands at the Beltsville site.
 - C. I think it is a great idea and there are other sites with better access to I-95 etc.
3. I am against the Beltsville Project, wetlands, noise, traffic, diesel fumes, accidents, devalue my home.
4. Traffic is already horrific. Now the pollution?
5. I believe that the Beltsville site is a big mistake for 2 reasons:

- A. Site is a wetland with resulting environmental and financial costs.
 - B. Roads are already very congested and narrow. Adjacent roads cannot accommodate the 300+ trucks that would be coming and going.
- 6. I am against the Intermodal Facility being established in Beltsville, for environmental, safety and community reasons. The BARC land, wetlands and streams must be protected.
- 7. Is it possible for trees to provide a screen between the facility and the major road – Edmonston/Kenilworth Avenue?
- 8. I am very concerned about the traffic noise and environmental impact on the area.
- 9. It is a total non-starter. The site is 70-80% wetlands surrounded by failing roads. This should never have made it to the “final four” stage.
- 10. Beltsville Site
 - A. Wetland mitigation. When Metro Greenbelt was built in wetland (same) they mitigated with Lake Artemesia. What will CSX plan be?
 - B. What truck route would be used from Beltsville to major highways?
- 11. Beltsville should be the last site for consideration. Traffic, traffic, traffic, also wetlands, beavers other wildlife that have left USDA because of chemicals and other contaminants.
- 12. Beltsville would be the best site for the project. It is closer to all main roads, I-95, I-66 not to mention the Nation’s Capital. As a member of the Beltsville community, I would welcome CSX to the community.

D. Process/Requests

- 1. Next workshop should have attendees send in questions ahead of time so that they can be addressed or answered from the front or stage by appropriate person so everyone hears the answer at the same time. Allow half of the time to answer sent in questions then use the other half in tonight’s format for any additional questions as we walk around.
- 2. Notify if/when any sites are eliminated
- 3. Update the website every week with: Citizen Advisory Board – when, members, FAQs page.
- 4. You should have soda/coffee, pastries complimentary mixed drinks/beer.
- 5. I reside in the proposed area and would like to be informed of all updates because I’m concerned in losing my home. I love where I reside and would love to continue to live there.
- 6. I would like to be able to negotiate to be able to keep my house if the Beltsville property were to be chosen. If the site could be built around my property than I would like the opportunity to be able to keep it. I don’t want to sell my house, so negotiations will have to be made.
- 7. The lack of coordination with elected officials in the immediate vicinity is an insult to the community. For us to find out about the project at this stage is appalling.
- 8. When will NEPA begin its study? Will NEPA have public hearings? When will these hearing be held?
- 9. Provide maps of the intended access routes to the site and information of intended road improvements.
- 10. I would like to see the plans for the truck access between freeways and each site, as well as proposals for any local road modifications.
- 11. I would like to see more details on the projected truck traffic involved and the road/highway construction that would be necessary to accommodate that traffic.
- 12. Please send me a copy of the slides presented in Beltsville on 4-20-2011.
- 13. How wide will the actual facility be?

E. General/ Miscellaneous

1. If that land is available, it would be better used to extend the Green Line north to Laurel and beyond.
2. Bring back "chessie."
3. Observation decks.
4. This would be a positive employer for Beltsville.
5. Do not want in Beltsville, Jessup looks OK.
6. Good Project.
7. I would not like to see this held in Beltsville.
8. Wouldn't Jessup be the best location?

Did the workshop answer your questions? If not explain?

Only 12 of the persons who provided a comment card answered this question, 10 persons, 83%, indicated that the workshop provided answers to their questions. Four of these persons did so with an explanation. Two persons, 17%, said the workshop did not answer their questions as explained below.

1. Six people said yes.
2. Four people said yes with qualification:
 - A. For the most part, but candid or exact questions were not answered.
 - B. Yes, but I doubt very seriously if our concerns are just empty words to a done deal.
 - C. To a point, this is your 1st shot!!!
 - D. OK first start, more details to be added later
3. Two persons said no with comments:
 - A. No, too early in the process.
 - B. No! It is deceptive. 73% of traffic between 8:00 am – 7:00 pm?? Nowhere did it state this facility will run 24 hours. To the State of Maryland you should be ashamed!!!